

APPLICATION NO.	P17/S1851/FUL
APPLICATION TYPE	FULL APPLICATION
REGISTERED	23.5.2017
PARISH	DIDCOT
WARD MEMBER(S)	Ian Snowdon Alan Thompson
APPLICANT	Mr S Grimmett
SITE	26 Haydon Road, Didcot, OX11 7JF
PROPOSAL	Demolition of existing garage. Erection of two storey side and rear extension to create two new 2 bed living units.
OFFICER	Katherine Pearce

1.0 INTRODUCTION

- 1.1 The application is referred to Planning Committee for a decision as the views of Didcot Town Council differ from the officer's recommendation.
- 1.2 The site is approximately 430sqm in area and consists of 26 Haydon Road, a two storey, semi-detached dwelling, and its associated curtilage. On its side elevation is a single storey, flat roof garage. On the front elevation is a small porch. In front of the dwelling (east) is hardstanding parking for two cars bounded by a low brick wall. To the rear of the dwelling (west) is the garden. The site is accessed off Haydon Road.
- 1.3 To the east of the site is Haydon Road. To the south of the site Garth Road. To the north of the site is No. 28 Haydon Road. The site is located in an entirely residential area. At the northern end of Haydon Road is Didcot Parkway Railway Station, which is approximately 300m from the site. The Orchard Centre is located approximately 350m to the east of the site, as the crow flies.
- 1.4 The site is not located in any designated area.
- 1.5 The site is identified on the Ordnance Survey Extract attached at **Appendix 1**.

2.0 PROPOSAL

- 2.1 This application is for the demolition of the existing garage extension and the erection of a two storey rear and side extension to create two 2no. bedroom flats. The existing house would remain as a three bedroom house and would also have a single storey rear extension.
- 2.2 Parking for the existing dwelling would remain in front of the dwelling, with space for two cars. This would necessitate the demolition of the front boundary wall. Parking for the first floor flat would also be at the front of the new dwellings. Parking for the ground floor flat would be to the rear of the dwelling, accessed off Garth Road.
- 2.3 Private amenity space would be provided to the rear (west) of the units.
- 2.4 The site plan, elevations and floor plan can be found are attached at **Appendix 2** to this report. All the plans and representations can be viewed on the Council's website www.southoxon.gov.uk under the planning application reference number.

3.0 SUMMARY OF CONSULTATIONS & REPRESENTATIONS

- 3.1 **Didcot Town Council** – Object because of the impact on the streetscene and over-development

Highways Liaison Officer (Oxfordshire County Council) - No objection subject to conditions

Neighbour Objection (1) – Inadequate parking on Garth Road. This will take at least one on-road space to provide access to the proposed off-road parking. It is likely that the new residents will have more than one car. Any development should not create more parking problems on Garth Road.

4.0 RELEVANT PLANNING HISTORY

- 4.1 [P83/W0183](#) - Approved (08/06/1983)
DEMOLITION OF EXISTING GARAGE. ERECTION OF EXTENSION TO FORM GARAGE, LOBBY AND BATHROOM. FRONT PORCH.

5.0 POLICY & GUIDANCE

- 5.1 National Planning Policy Framework (NPPF)
National Planning Practice Guidance (PPG)
- 5.2 South Oxfordshire Core Strategy (SOCS) Policies:
CS1 - Presumption in favour of sustainable development
CSS1 - The Overall Strategy
CSQ3 - Design
CSDID3 - New housing at Didcot
- 5.3 South Oxfordshire Local Plan 2011 (SOLP 2011) policies:
D10 - Waste Management
D2 - Safe and secure parking for vehicles and cycles
D3 - Outdoor amenity area
D4 - Reasonable level of privacy for occupiers
D1 - Principles of good design
T1 - Safe, convenient and adequate highway network for all users
T2 - Unloading, turning and parking for all highway users
G2 - Protect district from adverse development
H4 - Housing sites in towns and larger villages outside Green Belt

South Oxfordshire Design Guide 2016 (SODG 2016)

6.0 PLANNING CONSIDERATIONS

- 6.1 The main planning considerations are:

- The principle of development
- Design and impact on the character of the area
- Impact on amenity
- Access and parking
- CIL

Principle of Development

- 6.2 The site is located within the built limits of Didcot, within a predominantly residential area of the town. It is in a sustainable location, close to the Orchard Centre and Didcot Parkway Station. Residential development on the site would therefore be acceptable in principle in accordance with Policy H4 of the Local Plan, provided the following criteria are met:

- (i) An important open space of public, environmental or ecological value is not

- lost, nor an important public view spoilt;
- (ii) The design, height, scale and materials of the proposed development are in keeping with its surroundings;
- (iii) The character of the area is not adversely affected;
- (iv) There are no overriding amenity, environmental or highway objections; and
- (v) If the proposal constitutes backland development, it would not create problems or privacy or access and would not extend the built limits of the settlement.

6.3 In relation to the first criterion, the proposals would involve building on a slightly larger footprint than the existing garage and therefore it does not involve loss of important open space or spoil an important public view. As it is on a residential street within a town, the site has limited environmental or ecological value.

6.4 The remaining criteria will be assessed in the following paragraphs and a conclusion drawn in the following section as to whether the proposals are in accordance with Policy H4.

Design and Impact on the Character of the Area

6.5 Externally the proposals appear as a side and rear extension to the main dwelling. The 'extension' would be set back from, and set down from, the 'main' dwelling, as advocated by the Council's Design Guide. The proposals look extremely similar to No. 28 Haydon Road, the attached dwelling and would create a more balanced pair from the street scene. There are also many examples of side extensions along the street.

6.6 The proposed extensions would be largely on the same footprint as the existing garage so they only create circa 36sqm of additional footprint.

6.7 The materials proposed would match those found on the existing dwelling.

6.8 The rear extension would also be visible as the site is a corner plot. Again, the proposals appear as a subservient extension and would be entirely in keeping with a rear extension in a residential area.

6.9 Overall, I consider the height, scale, design and materials of the proposals to be entirely appropriate to their context and in keeping with the character of the area.

Impact on Amenity

6.10 No. 24 Haydon Road is located approximately 15m to the south of the side extension. The proposed side elevation would only contain one window at first floor level, which would be for a bathroom and would therefore be obscure glazed. Therefore there would be no loss of privacy for either the existing or the new occupants.

6.11 No. 2 Garth Road is located approximately 20m to the rear (west) of the proposed dwellings. This is in excess of the 12m minimum distance recommended in the Design Guide between the side-to-rear of dwellings.

6.12 The extension to the rear of the existing No. 26 will only be single storey and will have a monopitch roof, therefore it will not have an overbearing impact on No. 28 and will not cause a significant loss of light.

6.13 The internal space of the flats is ample. All of the dwellings, both the existing unit and the two new units, would have ample private amenity space which meets the standards set out in the Council's Design Guide.

Access and Parking

- 6:14 The proposals allow two parking spaces for the existing three bedroom dwelling and one space each for the new units. I consider to be an appropriate provision of parking spaces as the site is located in a highly sustainable location, very close to the town centre and to the railway station. On this basis, it is not considered necessary for the two new units to provide the maximum number of parking spaces set out in the County Council's standards.
- 6:15 Oxfordshire County Council's Highways Department do not have any objection to the proposals and state that *"The proposal is unlikely to have significant adverse impact on the highway network."*
- 6:16 On this basis, I consider the proposals to be in accordance with Policies T1 and T2 of the Local Plan.

Community Infrastructure Levy

- 6.17 As the proposals would create two new dwelling it would be CIL liable. This would be charged at £85 per square metre plus indexation.

7.0 CONCLUSION

- 7.1 The site is in a highly sustainable location where residential development is appropriate and the proposals accord with Policy H4. The proposals appear as an extension to the main dwelling and are an entirely appropriate addition to the main dwelling and the character of the area. As the proposals would provide for sufficient parking and amenity space they are not considered to constitute overdevelopment of the plot.
- 7.2 Officers recommend that planning permission is granted because the details of the proposal are acceptable and in accordance with national policy, the Development Plan and the South Oxfordshire Design Guide.

8.0 RECOMMENDATION

- 8.1 **That planning permission is granted subject to the following conditions:**

- 1 : Commencement within three years - full planning permission.**
- 2 : Approved plans.**
- 3 : Materials as on plan.**
- 4 : New vehicular access.**
- 5 : Existing vehicular access.**
- 6 : Vision splay protection.**
- 7 : Parking and manoeuvring areas retained.**

Author: Mrs. K Pearce
E-mail : Katherine.pearce@southandvale.gov.uk
Contact No: 01235 422600